

1 EVACUATION DEVICE WITH RELEASING HANDLES

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3

4 FIELD OF THE INVENTION

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6 This invention relates to devices for facilitating
7 lowering individuals from elevated positions.

8

9 More particularly, the present invention relates to
10 emergency evacuation devices with improved operation.

11

12 BACKGROUND OF THE INVENTION

13

14 Providing exits from buildings and other structures is a
15 major concern during planning and construction, particularly in
16 multi-story buildings. Typically, elevators and stairways are
17 employed. For added safety during crisis, shorter multi-story
18 buildings employs fire escapes which are essentially stairways
19 erected on the outside of a building. Escaping buildings has
20 always been a concern during crisis. Elevators are often
21 disabled, and stairways can be blocked, crowded or otherwise
22 made impassable. Fire escapes are very expensive, and
23 typically cannot be used on very tall buildings.

24

25 Many diverse device have been developed for evacuating
26 buildings, such as ladders, foldable ladders, escape tubes,
27 climbing ropes, etc, but each has the drawback of being

1 expensive, difficult to use, and un-useable on buildings having
2 great height. Often, evacuation devices require physical
3 strength and specialized skills for use or an individual who is
4 physically fit and skilled to assist. These requirements are
5 often difficult to meet quickly in a crisis situation. On very
6 tall buildings, often referred to as sky scrapers, inner
7 stairways, or aerial evacuation from the roof are generally the
8 only options.

9

10 As early as the late eighteen hundreds (see U.S. Patent
11 No. 287,940 to Johnson, 1883) people have attempted to design
12 devices for lowering people, individually, from tall structures
13 by means of a cable or rope. In general, all of these devices
14 include a supply of cable or rope wound on a drum or reel with
15 a free end attachable to some fixed anchor. The person then
16 can simply exit through a window or off the roof and descend to
17 the ground or a lower story. The major problem is that most of
18 these devices include controls that must be operated by the
19 person descending. It is well known that in emergency
20 situations, such as fires, earthquakes, etc. people have a
21 strong tendency to panic and may not have full control of their
22 faculties. In some prior art devices attempts have been made
23 to include automatic braking or self-braking but these devices
24 are generally complicated and subject to failure. Also, the
25 person descending has a strong tendency to hold or grasp the
26 cable or rope as they descend, which can seriously damage the
27 person's hands and may even disrupt the descent.

1 It would be highly advantageous, therefore, to remedy the
2 foregoing and other deficiencies inherent in the prior art.

3

4 Accordingly, it is an object of the present invention to
5 provide a new and improved emergency evacuation device with
6 lock releasing handles.

7

8 Another object of the invention is to provide an emergency
9 evacuation device with lock releasing handles which can be used
10 in all structures of any height and from any floor or level.

11

12 And another object of the invention is to provide an
13 emergency evacuation device with handles which is simple to
14 use.

15

16 Still another object of the present invention is to
17 provide an emergency evacuation device with lock releasing
18 handles that is compact and lightweight and which is safe to
19 use.

20

21 Yet another object of the invention is to provide an
22 emergency evacuation device with lock releasing handles that
23 requires little or no operation by the individual and which
24 does not require physical strength or specialized skills.

SUMMARY OF THE INVENTION

Briefly, to achieve the desired objects of the instant invention in accordance with a preferred embodiment thereof, provided is an emergency evacuation device for lowering an individual during emergency situations. The device includes a housing enclosing a mounting structure with a spool assembly mounted on the mounting structure within the housing. The spool assembly includes a rotatably mounted spool designed to receive a length of high tensile strength line. A centrifugal brake is coupled to the spool for rotation with the spool. A locking device is carried by the housing and moveable between a spool locking position wherein the locking device engages the spool and a spool unlocking position. Two-hand releasing handle apparatus is positioned adjacent the locking device and mounted so as to selectively provide movement of the locking device into one of the spool locking position and the spool unlocking position.

In a specific aspect, a first centrifugal brake is coupled to the spool at one side of the spool for rotation with the spool and a second centrifugal brake is coupled to the spool at an opposite side of the spool for rotation with the spool. The locking device includes one or more locking pins positioned adjacent a side of the spool, each locking pin having a spool locking position in which the spool is prevented from rotating and a spool unlocked position in which the spool is free to

1 rotate. Two-hand releasing handle apparatus is positioned
2 adjacent the locking pins and mounted so as to selectively
3 provide movement of the locking pins into one of the spool
4 locking and the spool unlocking positions.

5

6 In yet a more specific aspect of the present invention the
7 evacuation device includes a housing enclosing a mounting
8 structure with a spool assembly mounted on the mounting
9 structure within the housing. The spool assembly includes a
10 rotatably mounted spool designed to receive a length of high
11 tensile strength line. A first centrifugal brake is coupled to
12 the spool at one side of the spool for rotation with the spool
13 and constructed to maintain a rotation speed of the spool at a
14 predetermined speed and a second centrifugal brake is coupled
15 to the spool at an opposite side of the spool for rotation with
16 the spool and constructed to maintain the rotation speed of the
17 spool at the predetermined speed. A pair of locking pins, one
18 each, is positioned adjacent opposite sides of the spool and
19 each has a spool locking position in which the spool is
20 prevented from rotating and a spool unlocked position in which
21 the spool is free to rotate. Each of the pair of locking pins
22 is spring biased into the unlocked position. A pair of opposed
23 handles is rotatably mounted for movement into one of a
24 collapsed orientation and an extended orientation. The pair of
25 opposed handles is positioned to engage the pair of locking
26 pins and move the pair of locking pins into the locking
27 position when the pair of opposed handles is moved into the

1 collapsed orientation and further positioned to disengage the
2 pair of locking pins when the pair of opposed handles is moved
3 into the extended orientation.

BRIEF DESCRIPTION OF THE DRAWINGS

The foregoing and further and more specific objects and advantages of the instant invention will become readily apparent to those skilled in the art from the following detailed description of a preferred embodiment thereof taken in conjunction with the drawings, in which:

FIG. 1 is a perspective view of a dual brake emergency evacuation device according to the present invention;

FIG. 2 is a perspective view of the dual brake emergency evacuation device with lock releasing handles in a descending position:

FIG. 3 is a perspective view of the dual brake emergency evacuation device of FIG. 1 with an attached harness and line;

FIG. 4 is a perspective view of the dual brake emergency evacuation device of FIG. 1, with housing removed to better display the inner components;

FIG. 5 is an exploded view of the dual brake emergency evacuation device of FIG. 1 illustrating the major components;

1 FIG. 6 is an exploded perspective view of the line spool;

2

3 FIG. 7 is an enlarged perspective view of the line spool
4 assembled;

5

6 FIG. 8 is an exploded perspective view of one of the
7 centrifugal brake assemblies of the dual brake emergency
8 evacuation device of FIG. 1; and

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10 FIG. 9 is a perspective view of the one centrifugal brake
11 assembled.

1 DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

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3 Turning now to the drawings in which like reference
4 characters indicate corresponding elements throughout the
5 several views, attention is first directed to FIG. 1 which
6 illustrates a dual brake emergency evacuation device 10 in
7 accordance with the present invention. Evacuation device 10
8 includes a housing 12 composed of two clam-shell-like halves 14
9 and 15. A clip 16 is engaged over housing 12, in the assembled
10 or closed position, and serves to hold housing 12 together and
11 to affix it to a harness 20, illustrated in FIG. 3. Harness 20
12 can be any device that conveniently and comfortably attaches
13 evacuation device 10 to a person needing to be evacuated.
14 Since harnesses of this type are well known, harness 12 will
15 not be discussed further.

16

17 Evacuation device 10 also includes a pair of handles 22
18 and 24 illustrated in a collapsed or braking orientation in
19 FIG. 1 and in an extended or operative orientation in FIG. 2.
20 Referring additionally to FIG. 4, it can be seen that each
21 handle 22 and 23 is pivotally attached by pivot pins 24 and 25,
22 respectively, at the inner end to a mounting structure 26 for
23 movement between the collapsed and extended orientations.
24 Also, each handle 22 and 23 has a circular gear 27 and 28,
25 respectively, attached for rotation about pivot pins 24 and 25
26 with the associated handle. Gears 27 and 28 are coupled

1 together by gears 29 and 30 for common rotary movements. Thus,
2 if either handle 22 or 23 is moved from one orientation
3 (collapsed or extended), the other handle 23 or 22 moves with
4 it. While a specific gear arrangement is illustrated in this
5 embodiment, it will be understood that a variety of gearing
6 arrangements can be devised to perform the stated function
7 (e.g. one gear instead of gears 29 and 30, or the direct
8 meshing of gears 27 and 28).

9

10 In addition to placing handles 22 and 23 into a position
11 for storing evacuation device 10 when the handles are rotated
12 into the collapsed orientation, handles 22 and 23 each engage a
13 spring loaded locking pin 34 and 35, respectively. Locking
14 pins 34 and 35 are mounted in opposed sides of mounting
15 structure 26 for horizontal movement between an unlocked
16 position and a locked position. Springs associated with the
17 pins in a well known manner bias the pins normally outwardly
18 from the opposed sides of mounting structure 26 when handles 22
19 and 23 are in the extended orientation illustrated in FIGS. 2
20 and 4. When handles 22 and 23 are moved into the collapsed
21 orientation (illustrated in FIG. 1), flat surfaces 37 and 38 on
22 the underside of handles 22 and 23, respectively, engage
23 locking pins 34 and 35 and move them horizontally inwardly into
24 locking engagement with a spool assembly 40. As will be
25 explained in more detail presently, spool assembly 40 has holes
26 in opposed sides that locking pins 34 and 35 enter to lock the

1 spool of spool assembly 40 and prevent rotation thereof. While
2 locking pins are employed in the preferred embodiment, it will
3 be understood that other locking or securing devices can be
4 employed. For example, spool assembly 40 can have solid sides
5 (without holes) and act as a disk in a disk brake system
6 actuated by handles 22 and 23. In this example, handles 22 and
7 23 would cause friction pads on the ends of locking pins 34 and
8 35 to engage spool assembly 40, inhibiting or preventing
9 rotation with the handles in the stored position. Thus, the
10 term locking device is intended to include pins which are
11 received in holes or which otherwise engage the spool to
12 prevent or inhibit rotation thereof.

13

14 Referring to FIG. 5, an exploded view of dual brake
15 evacuation device 10 illustrates the major components and their
16 associated positions. Referring to both FIGS. 4 and 5 it can
17 be seen that mounting structure 26 includes a base wall 42, an
18 integrally attached wall 44 and opposed side walls 46 and 48,
19 which are formed as components of brake assemblies 50 and 52,
20 respectively. Opposed side walls 46 and 48 are attached to
21 wall 44 by screws or the like and spool assembly 40 is mounted
22 therebetween. It will be understood that various portions,
23 such as side walls 46 and 48, can be formed as integral
24 portions of structure 26. A short front wall 53, formed
25 integrally with base wall 42, mounts pivot pins 24 and 25 and
26 gears 29 and 30. Handle 22 is formed with a generally L-shaped

1 member 54, including gear 27 with flat surface 37 attached
2 thereto. L-shaped member 54 is fixedly embedded or keyed into
3 handle 22 for movement therewith. Similarly, handle 23 is
4 formed with a generally L-shaped member 56, including gear 28
5 with flat surface 38, embedded or keyed into handle 23 for
6 movement therewith.

7

8 Turning to FIGS. 6 and 7, spool assembly 40 is illustrated
9 in more detail. Spool assembly 40 includes an axle 62 with a
10 polygonal cross-section (e.g. three, four, five, etc. sides).
11 A spool 60 includes a mating cylindrical mounting hub 64
12 constructed to receive axle 62 non-rotatably positioned
13 therein. A plurality of radially extending fins or spokes 65
14 fixedly attach and support a cylindrical body or line receiving
15 drum 66 on mounting hub 64 for rotation therewith. Line
16 receiving drum 66 is terminated at the ends in rims 67 and 68.
17 In this preferred embodiment mounting hub 64, radiating spokes
18 65, drum 66, and at least a portion of rims 67, defining spool
19 60, are constructed integrally as a single piece, by some
20 convenient means such as molding or the like. It will however,
21 be understood by those skilled in the art that this assembly
22 could be constructed in various convenient pieces and welded or
23 otherwise affixed together. Generally, spool assembly 40 will
24 be constructed of some ridged material, such as steel,
25 aluminum, other metal, hard plastic, or some combination

1 thereof. Also, the spoke embodiment is used to substantially
2 reduce the overall weight of evacuation device 10.

3

4 Also, ring shaped members 70 and 72 are attached to rims
5 57 and 67, respectively, either by forming them integrally with
6 rims 67 and 68 or by some convenient means such as welding,
7 screws, etc. These are employed as strengthening members when
8 a plastic spools is employed. The are not necessary if the
9 spool is fabricated of a stronger material such as steel.
10 Members 70 and 72 are formed with openings 74 and 75,
11 respectively, spaced circumferentially therearound. Members 70
12 and 72 are also formed with internally threaded openings 76 and
13 77, respectively, spaced circumferentially therearound. A
14 second pair of rings 80 and 82, with openings similar to the
15 openings in members 70 and 72, is attached to members 70 and
16 72, respectively, for additional support by means of screws 84
17 and 85. A pair of gears 87 and 88 is fixedly attached to
18 opposite ends of axle 62 for rotation therewith. While gears
19 87 and 88 are shown mounted on a smooth portion of axle 62, it
20 will be understood that they can be keyed or splined to axle 62
21 or can have a polygonal opening and be mounted on the polygonal
22 portion of axle 62. The extreme ends of axle 62 are smooth and
23 free for insertion into bearings to be explained presently.

24

25 Turning now to FIGS. 8 and 9, brake assembly 50 is
26 illustrated in detail. Here it should be understood that brake

1 assemblies 50 and 52 are essentially similar, except that one
2 is a mirror image of the other. Accordingly, only brake
3 assembly 50 will be described in detail with the understanding
4 that brake assembly 52 includes the same components. It will
5 also be understood that a single brake assembly 50 can be
6 employed. The dual brake system is preferred as a fail safe
7 structure, due to the intended use of device 10. In this
8 specific embodiment opposed side wall 46 of mounting structure
9 26 acts as a base for the mounting of a centrifugal brake 100.
10 In a preferred embodiment centrifugal brake 100 includes a
11 centrifugal clutch 102, such as that sold commercially by SUKO
12 Inc. or a similar structure. Centrifugal clutch 102 includes
13 flyweights positioned to overcome adjustable return springs
14 when sufficient rotary speed (centrifugal force) is reached. A
15 range of engagement speeds can be achieved through adjustments
16 of the return springs. Because centrifugal clutches of the
17 type described can be purchased commercially, further
18 description of the inner construction will not be provided.

19

20 A driving shaft or axle 104 is coupled to centrifugal
21 clutch 102 so as to rotate with the inner components of
22 centrifugal clutch 102. Axle 104 is rotatably mounted onto the
23 inner surface of opposed side wall 46 by means of an upper
24 bearing 106 positioned in a bearing mounting structure 108.
25 The lower end of axle 104 is held in place by means of a lower
26 bearing 109 mounted within the lower end of centrifugal clutch

1 102 (see FIG. 8). The upper end (in FIGS. 8 and 9) of axle 104
2 has a worm gear 110 fixedly attached, by some convenient means
3 such as a pin, a spline, etc. for rotation therewith. The
4 lower end of centrifugal clutch 102 has a portion 112 with a
5 reduced diameter and tapered so as to fit conveniently into an
6 opening 114 in base wall 42 of mounting structure 26 (see FIG.
7 5) to firmly anchor the lower end of centrifugal clutch 102 in
8 the correct alignment. A mounting plate 115 is included to
9 receive screws or the like to fixedly hold portion 112 engaged
10 in opening 114. The inner surface of opposed side wall 46 also
11 fixedly mounts a bearing 116 positioned to receive and
12 rotatably mount one end of axle 62 of spool assembly 40.
13 Spring loaded locking pin 34 can also be seen positioned in an
14 opening in opposed side wall 46 for horizontal movement.

15

16 Referring specifically to FIGS. 4 and 5, the assembly and
17 inter-relationship of the components of emergency evacuation
18 device 10 can be seen more clearly. With the end of axle 62 of
19 spool assembly 40 rotatably engaged in bearing 116 of opposed
20 side wall 46, worm gear 110 meshes with gear 87 fixedly engaged
21 on the end of axle 62. Similarly, a worm gear in centrifugal
22 brake assembly 52 engages with gear 88 fixedly engaged on the
23 opposite end of axle 62 when the opposite end of axle 62 is
24 engaged in a bearing in the inner surface of opposed end 48.
25 Thus, both centrifugal brakes are geared to axle 62 of spool
26 assembly 40 for rotation therewith. By gearing a centrifugal

1 brake to axle 62 on each end, equal braking is applied to both
2 ends and no undue stress occurs on any of the components.
3 Further, the inclusion of dual brakes in emergency evacuation
4 device 10 greatly improves the reliability and reduces the
5 possibility of the failure of a single brake or other
6 component. Here it will be understood that while a specific
7 gearing arrangement (i.e., gears 87 and 88 and worm gears 110)
8 are illustrated for explanation, other gear arrangements or
9 rotary connections can be used if desired or convenient.

10

11 Spool 60 is constructed with a relatively large diameter
12 so that rotation produces relatively high centrifugal force.
13 This high or amplified centrifugal force allows for extremely
14 accurate speed settings of the centrifugal brakes, through
15 adjustments of the return springs in the centrifugal clutches.
16 It will be understood by those skilled in the art that the
17 speed settings provide a pre-set descent rate and the descent
18 rate is the same for any user, regardless of the size or weight
19 and even including rescue workers carrying rescued people.
20 Thus, the person using emergency evacuation device 10 does not
21 have to control the descent during the emergency but simply
22 grips handles 22 and 23 in the extended position. Gripping
23 handles 22 and 23 also gives the descending person something to
24 hang onto so they will not inadvertently grasp the line and
25 damage their hands. Providing the descending person with

1 something to hang onto, psychologically acts to reduce panic
2 and instill a feeling of safety.

3

4 With the ends of axle 62 of spool assembly 40 rotatably
5 engaged in the bearings in opposed side walls 46 and 48, spring
6 loaded locking pins 34 and 35 are positioned to each engage one
7 of the openings 74 and 75, respectively, in ring shaped members
8 70 and 72 and the attached second pair of rings 80 and 82.
9 Spring loaded locking pins 34 and 35 are spring loaded to be
10 biased outwardly away from openings 74 and 75 but are forced
11 into openings 74 and 75 when handles 22 and 23 are moved into
12 the collapsed orientation (see FIG. 1). Providing a pair of
13 spring loaded locking pins 34 and 35 on opposite sides of spool
14 60 reduces stress on spool 60, as well as other components, and
15 improves the reliability of emergency evacuation device 10.
16 Once handles 22 and 23 are moved outwardly to the extended
17 orientation (see FIG. 4) the spring bias on locking pins 34 and
18 35 moves them into a disengaged position and spool 60 is free
19 to rotate.

20

21 Opposed side walls 46 and 48 are each constructed with a
22 downwardly extending tang 120 and 122, respectively, positioned
23 to have mounted therein pivot pins 24 and 25, respectively,
24 either instead of or in addition to being mounted on side 53 of
25 mounting structure 26. Generally L-shaped members 54 and 56,
26 including gears 27 and 28 are rotatably affixed on pivot pins

1 24 and 25 so that flat surfaces 37 and 38 of L-shaped members
2 54 and 56 engage spring loaded locking pins 34 and 35 in the
3 collapsed orientation. Also, gears 27 and 28 mesh with gears
4 29 and 30 so that both handles 22 and 23 move together.
5 Housing halves 14 and 15 cooperate to enclose the various
6 moving parts and prevent foreign materials from entering and
7 obstructing the operation.

8

9 In the operation of emergency evacuation device 10, when
10 an emergency occurs a person attaches emergency evacuation
11 device 10 to their body by means of harness 20. A free end of
12 a length of high tensile strength line 125 (see FIG. 3) is
13 attached to an anchor point, the remainder of line 125 being
14 wound on spool 60. In a preferred embodiment, fishing line is
15 used with device 10 due to its strength, and because it has a
16 relatively small diameter allowing for the use of a compact
17 spool while providing great length. Since an individual will
18 not grasp line 125, it can be extremely thin. The length of
19 the line can be sufficient to allow evacuation of the tallest
20 buildings. The line can be as long as 2000 feet and have a
21 tensile strength of 1500 pounds, although 500lb test is
22 preferred and shorter lengths can be used to accommodate any
23 building. It should be understood that a variety of high
24 tensile strength ropes, cables, lines, etc. (referred to as
25 "lines") could be used and the fishing line is just a preferred
26 example.

1 Various types of line can be employed, some having great
2 fire and cut resistance, while still being strong, light and
3 being of small diameter. Fire and cut resistant lines can be
4 produced from a wide range of products like: Kevlar® (Para
5 Aramid - E.I. Dupont), Technora® (Para Aramid - Teijin),
6 Twaron® (Para Aramid - Teijin), Nomex® (Meta Aramid - E.I.
7 DuPont), TeijinConex (MetaAramid - Teijin), Zylon® (Poly P-
8 Phenylene-2-6 - Benzobisoxazole) (PBO) (Toyobo), Vectran®
9 (Liquid Crystal Polymer - Celanese), PBI® (Polybenzimidazole -
10 Celanese), and a few others. All of these fibers are good for
11 flame resistance. Fibers that provide better heat protection
12 are PBI® (Polybenzimidazole - Celanese) and Zylon® (Poly P-
13 Phenylene-2-6 - Benzobisoxazole) (PBO) (Toyobo). These fibers
14 have almost twice the flame resistance as the first group. The
15 best fiber for heat and strength is Zylon® (Poly P-Phenylene-2-
16 6 - Benzobisoxazole) (PBO) (Toyobo). This fiber is about 60%
17 higher in strength along with increased heat resistance.

18

19 Any one of the following products can make a good, strong,
20 cut resistant line: Kevlar® (Para Aramid - E.I. Dupont),
21 Technora® (Para Aramid - Teijin), Twaron® (Para Aramid -
22 Teijin), Zylon® (Poly P-Phenylene-2-6 - Benzobisoxazole) (PBO)
23 (Toyobo), and Vectran® (Liquid Crystal Polymer - Celanese).
24 Better cut resistance is made by adding or blending steel fiber
25 and/or glass with the fibers. Better abrasion resistance
26 occurs when using Vectran® (Liquid Crystal Polymer - Celanese)

1 or Zylon® (Poly P-Phenylene-2-6 - Benzobisoxazole) (PBO)
2 (Toyobo). A good heat, abrasion, and cut resistance
3 combination is Vectran® (Liquid Crystal Polymer - Celanese) and
4 steel or glass.

5

6 The preferred cord made without steel and/or glass blended
7 with the fiber is Zylon® (Poly P-Phenylene-2-6 -
8 Benzobisoxazole) (PBO) (Toyobo). This has the highest
9 strength, heat resistance, and cut resistance physical
10 properties. The best cord for shock and heat resistance is
11 Technora® (Para Aramid - Teijin). The best general use cord
12 for shock resistance, heat resistance, strength, and cut
13 resistance should be made from 75% Technora® (Para Aramid -
14 Teijin) with 25% Zylon® (Poly P-Phenylene-2-6 -
15 Benzobisoxazole) (PBO) (Toyobo). This cord is covered at
16 critical areas with a blend of 84% Vectran® (Liquid Crystal
17 Polymer - Celanese) and 16% steel (.0015 to .0040 inches)
18 monofilament for cut, abrasion, and heat resistance. The
19 preferred thread to sew the cord and jacket together would be
20 Kevlar® (Para Aramid - E.I. Dupont), Technora® (Para Aramid -
21 Teijin), Twaron® (Para Aramid - Teijin), or Vectran® (Liquid
22 Crystal Polymer - Celanese) thread.

23

24 With line 125 securely anchored, the person steps to a
25 window or the roof and moves handles 22 and 23 to the extended
26 orientation. The person, regardless of their weight or size,

1 will be lowered at a predetermined rate as they grip handles 22
2 and 23. Because axle 62, on which spool 60 is mounted, has a
3 substantially equal braking torque on both ends there is no
4 danger of unequal stress warping components and jamming the
5 rotation. Further, if the person reaches a lower floor or
6 other place of safety, they can move handles 22 and 23 into the
7 collapsed orientation and safely and easily stop their descent.
8

9 Thus, a new and improved dual brake emergency evacuation
10 device (can be a single brake device) with lock releasing
11 handles is disclosed. The dual brake emergency evacuation
12 device with lock releasing handles can be used in all
13 structures of any height and from any floor or level. Also,
14 the dual brake emergency evacuation device with lock releasing
15 handles is simple to use and is compact and lightweight and
16 extremely safe and/or reliable to use. The dual brake
17 emergency evacuation device with lock releasing handles
18 requires little or no operation by the individual and does not
19 require physical strength or specialized skills. Because of
20 the dual centrifugal brakes, little or no horizontal stresses
21 are placed on the device so that unwinding of the line can be a
22 result of a nearly pure vertical force, which substantially
23 improves the descent and improves the reliability and safety.

24
25 Various changes and modifications to the embodiments
26 herein chosen for purposes of illustration will readily occur

1 to those skilled in the art. For example, the various gear
2 arrangements can be modified by including more or less gears
3 and by using different gears. With the provision of dual
4 handles, the likelihood of an individual gripping the line or
5 otherwise panicking is substantially reduced. To the extent
6 that such modifications and variations do not depart from the
7 spirit of the invention, they are intended to be included
8 within the scope thereof.

9

10 Various changes and modifications to the embodiments
11 herein chosen for purposes of illustration will readily occur
12 to those skilled in the art. To the extent that such
13 modifications and variations do not depart from the spirit of
14 the invention, they are intended to be included within the
15 scope thereof which is assessed only by a fair interpretation
16 of the following claims.

17

18 Having fully described the invention in such clear and
19 concise terms as to enable those skilled in the art to
20 understand and practice the same, the invention claimed is: